Appl. No. 10/692,593
Amdt. dated May 22, 2006
Reply to Office action of February 28, 2006

Amendments to the Specification:

Please replace the paragraph beginning on line 19 of page 7 with the following amended paragraph:

As described, an ignition system including a distributor cap 18 must be coupled to a coil 16 ~~(not shown)~~, where the coil provides the necessary electric potential to fire the spark plugs. However, in order to fire the spark plugs, the electric potential, or charge, must reach the distributor. In the preferred embodiment shown, module 11 is arranged between the coil 16 and the distributor cap 18. The coil 16 is electrically coupled to the distributor cap 18 through a switch internal to the module 11. Such a switch may be, for example, a relay. Thus, the switch 13 must be closed for the distributor cap 18 to receive the coil's charge. Thus, by opening the switch 13, all spark plug firing will cease, thus preventing the automobile's engine from operating. Forcing an automobile's engine to cease running in such a fashion may be undesirable if the automobile is in motion, as all power systems in the automobile may also cease. This may be particularly dangerous at high speeds. For example, the power steering and brakes may cease functioning, causing a potential liability concern as the automobile may not safely come to a stop. Therefore, in an embodiment, the power to each spark plug could be selectively controlled, allowing the spark plugs to a particular piston to be deactivated, thereby stopping the pistons one at a time. In this manner, the car can be brought to a gradual stop by external control of its maximum speed via selective deactivation of the pistons without cutting power completely, thus leaving the driver in control of braking and steering, yet not speed. Alternatively, the switch may be configured to pulse rather than completely open. In this fashion, the coil's charge could be provided to the distributor in an intermittent fashion. As such, normal spark plug firing would be prevented, and the car could be forced to operate at very slow speeds. In an alternate embodiment, an automobile could be configured such that the power systems required to safely bring the automobile to a stop would receive power from a back up source when the switch is opened. In an

embodiment, the switch may be configured to pulse if the automobile is in motion, and to open if the automobile is at rest.